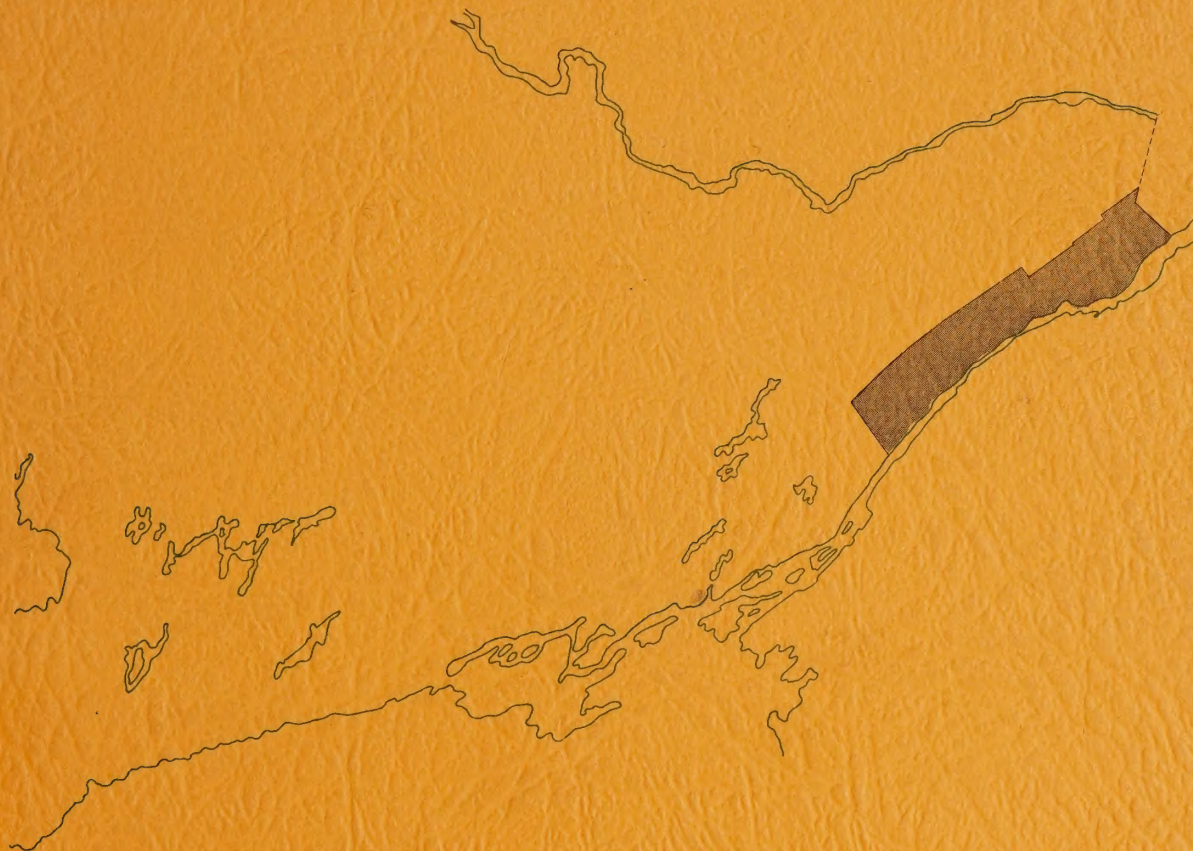
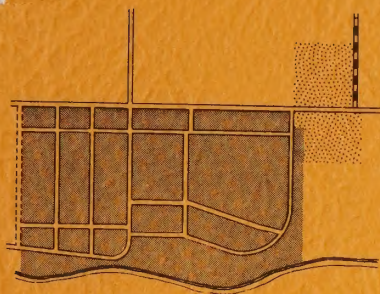


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THE ST. LAWRENCE AREA VILLAGE OF MORRISBURG

PRELIMINARY REPORT



ONTARIO DEPARTMENT OF PLANNING AND DEVELOPMENT
COMMUNITY PLANNING BRANCH

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St. Lawrence Area Study
PRELIMINARY URBAN REPORT
VILLAGE OF MORRISBURG

ONTARIO DEPARTMENT OF PLANNING AND DEVELOPMENT

Minister
The Hon. W.M. Nickle, Q.C.

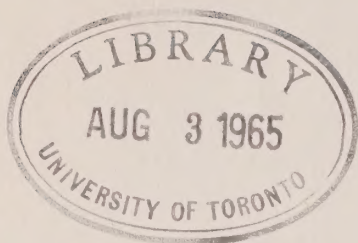
Deputy Minister
T.A.C. Tyrrell

Community Planning Branch

Director
A.L.S. Nash

454 University Ave.
Toronto 2, Ontario

March, 1959



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P R E F A C E

The Community Planning Branch is carrying out a study of an area comprising eight townships along the St. Lawrence River between Prescott and the Quebec boundary. This study aims at determining the main geographical features, physical and human, which underlie the development of the area and to relate these to planning problems. Separate reports, some of which have already been circulated, for such factors as population, transport, education, recreation and physical background will form parts of a whole study to be completed by a final report commenting on the area as a whole.

Reports are also being made available for the main centres in order to provide information to the local Council and Planning Board. It is not intended that these be planning manuals but rather that basic economic considerations - water, sewers, schools, roads, etc. - will encourage the local authorities to undertake the more comprehensive planning embodied in an Official Plan where social and aesthetic aims also find expression.

The material for this report on Morrisburg was assembled during 1958. Besides the reports mentioned above the sources of data include maps and information supplied by the Hydro-Electric Power Commission of Ontario, field surveys on amenities and land use by members of the Branch and much valuable information supplied by the Municipality itself whose various officials have co-operated with the utmost readiness at all times.

Toronto, Ontario,
April, 1959.

Area Studies Group,
Community Planning Branch.

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INTRODUCTION

This report has been compiled to offer some general guides for the development of the Village of Morrisburg which will assist in local planning. It will also be of help to the neighboring municipalities and those provincial, federal, and other agencies concerned with local planning.

We would like to stress that this report gives broad generalizations only for future expansion and it makes no attempt to determine any of the more detailed factors involved in community planning. The study is limited to a brief survey and analysis of pertinent aspects of local geography, population and municipal services. Our considerations are those having an important physical significance while urban growth is taking place. However financial, cultural, and aesthetic factors must be taken into account if planning is to be a worthwhile activity for the community.

Morrisburg (pop. 2200) has experienced major physical changes resulting from the St. Lawrence Power and Seaway Project. The south portion, including the business district and adjoining residential area, has been relocated on higher ground to permit the flooding due to the project. King's Highway No. 2 and the Canadian National Railway have also been relocated, Highway 2 to the abandoned C.N.R. bed and the railway to the northern part of the Municipality. A new shopping centre and town hall have been constructed at the south-east and south-west corners respectively of the intersection of Highway 2 and 31. A new residential area of about 75 acres has been assembled east of the remaining built-up area. Provision has been made for a large public park between the rehabilitation area and the river; the former location of the business district. Fortunately it was possible to retain a favorable consolidation of the built-up area which provides a sound nucleus for future urban expansion.



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SECTION A

PRESENT CONDITIONS

Topography

The topography of the area is generally flat to gently rolling. The river, after flooding, will have an elevation of approximately 244 feet and from here the land gently rises to about 270 feet at the north limit of the Municipality. Some higher land occurs in the north-west sector where an elevation of 280 feet is found about 1000 feet north of Highway 2. Flat topography is found in the north-west about one square mile in extent and similar topography is found in the north-east, largely outside the limits of the Village.

In general the soil drainage is only fair in the south where the soil is principally heavy clay loam and it becomes progressively poorer to the north. On the flat areas in the north-west and north-east muck deposits occur, these have very poor drainage and might prove to be serious obstacles to development.

Water and Sewerage

The present built-up area is serviced by both water and sewerage systems. The water intake and pumping station is located in the south-west and the sewage disposal plant in the south-east of the Village (see Map 1). Water and sewer lines have been extended to the north-east beyond the built-up area and also serve the areas located immediately north of Highway 2. Water and sewer lines extend to the south-west along old Highway 2 and have also been extended into the north-west near the junction of Highway 31 with Highway 2. The water tower is located just west of here and has a water main leading directly into the built-up area to the south.

The water and sewerage systems have been designed to serve a population of approximately 3000. In case water pumping facilities need to be expanded provision has been made in the size of the water intake to serve a much larger population. The sewage treatment plant provides for primary treatment and is designed so that secondary treatment might be added later.

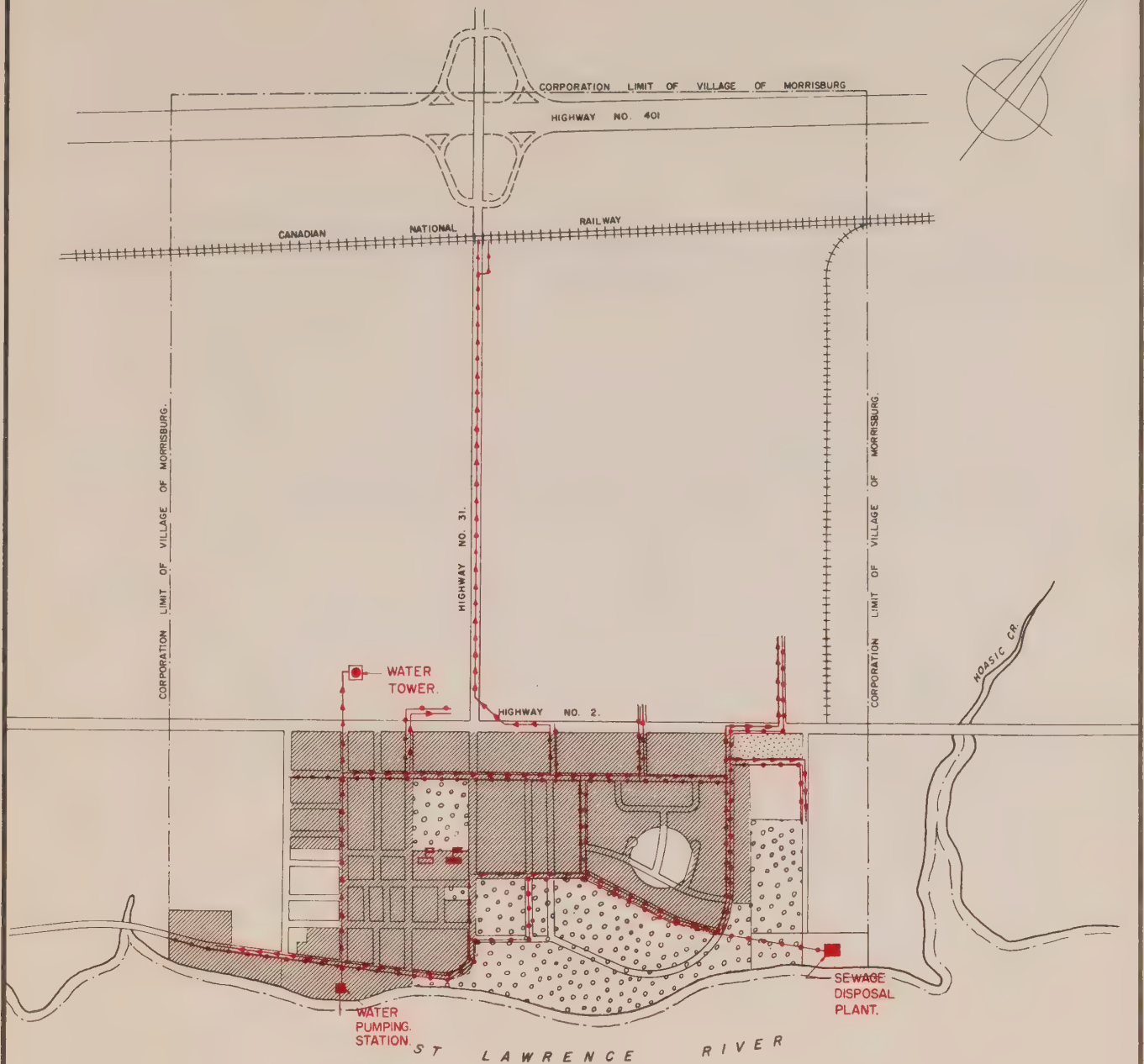
Highways and Streets

Morrisburg is served by three King's Highways, Numbers 2, 31 and 401. Access from the Village to Highway 401 is available via Highway 31 and a grade separation is to be constructed at their intersection.

The layout of the streets illustrates the difference between the basic grid-iron pattern in the old part of the Village and the present day planned layout with curving streets and T-junctions in the new part.

200 0 200 400 600 1200

SCALE IN FEET



URBAN AREA - 1958

BUILT - UP AREA.

INDUSTRIAL

NON - INDUSTRIAL

OPEN SPACE



PUBLIC SERVICES

WATER MAIN

SEWER MAIN

HIGH SCHOOL

PUBLIC SCHOOL



PRELIMINARY URBAN STUDY VILLAGE OF MORRISBURG

MAP I

ST. LAWRENCE AREA STUDY
ONTARIO DEPARTMENT OF PLANNING & DEVELOPMENT
COMMUNITY PLANNING BRANCH.
JANUARY 1959.

No access streets extend into the potential development areas at the present time other than the one connecting Highway 2 to the sewage disposal plant. Here it was possible to utilize an abandoned railway bed. Construction is programed for a service road behind the highway commercial and industrial sites along the north side of Highway 2 east of Highway 31. An industrial access street, to extend from this service road to about 1000 feet north, immediately west of the rail spur line, is also programmed.

Schools

The Morrisburg Public and High Schools adjoin one another on the west side of Highway 31 south of Highway 2 (see Map 1). The Public School, in 1957, had additional capacity for about 60 pupils and the High School for about 50 students. No other schools are located within the Village.

Industrial Land

The serviced industrial area, located in the east-central sector, north and south of Highway 2, is favorably located. It has highway, railway spur line, water and sewerage facilities. Also, since the prevailing winds are from the west or south-west, any obnoxious fumes or smoke that may result from future industrial plants sited here will drift away from the residential area.

Planning

The Village of Morrisburg comprises part of the Morrisburg and Williamsburg Planning Area, as defined by the Minister of Planning and Development on March 7, 1953. An area of subdivision control by-law and a restricted area (zoning) by-law, as amended, both cover the whole of the Village. No Official Plan for the Morrisburg and Williamsburg Planning Area has been compiled to date.

SECTION B

ASPECTS OF FUTURE URBAN DEVELOPMENT

The aspects discussed here refer primarily to physical and economic limitations to urban expansion. An attempt is made to evaluate advantages to the Municipality and to the property owners resulting from alternative courses of development. Social and aesthetic aspects are, of course, of major importance as well but these have not been analysed in this study.

Topography

The topography of the south half of the Municipality does not impose any major restrictions on urban development, the drainage is fair and the slopes are not great. In contrast the muck deposits and depressional character of the northerly fringes of the Municipality might present some formidable problems. Provision for sanitary and storm effluent, street subgrades, and building foundations would be costly here.

The lands immediately east and west of the municipal limits of the Village, in terms of topography, appear just as suitable for development as the land within the south half of the Municipality. On the east however, the section of the Hoasic Creek Valley between the St. Lawrence River and Highway 2 is a barrier to urban expansion in this direction; the short gully just beyond the west limit of the Village need not restrict urban development in the other direction.

Population

Our 1976 urban population estimate for the Township of Williamsburg is 2700, based largely upon its urban growth during the past 35 years. If this increase were absorbed by the Village of Morrisburg its population would expand by about 500 persons during the next twenty years. However such places as Riverside and the Village of Williamsburg might accommodate some portion of this growth. In any event this may be a somewhat conservative forecast; new industries such as the Rohm and Haas Chemical plant locating in the area may give rise to a greater population increase but we should not lose sight of the fact that several other industries were located in Village over the years and for various reasons have left.

Municipal Services

The extension of water and sewer lines beyond the built-up area south of Highway 2 would appear to present no problems. Except for new industries needing large quantities of water and discharging considerable waste it is likely that the present water and sewerage systems are adequate to serve a fully developed urban area south of Highway 2 without major expenditure on either. If the South area were fully developed, extensions of water and sewer lines north of Highway 2 would necessitate the installation of new mains and enlargement of treatment plants. Sewers could be extended in the North-East area more easily than the North-West, since two mains have been extended across Highway 2 here and it is closer to the sewage treatment plant. The topography south of the depressional area appears favorable for the extension of (gravity flow) sewers into either the North-East or North-West. The extension of water mains in the North-East and North-West would appear to present no problems judging from the nature of the terrain and location of the existing water tank.

When the North-East and North-West areas are developed local street access to Highways 2 and 31 should be minimal since these two highways will continue to be the main thoroughfares in the Village. Direct private access should be discouraged altogether. Crossing of the main railway line by local streets should certainly be prohibited in the interests of safety and cost of protectional controls that would be required.

Schools

As the area south of Highway 2 approaches full residential development, either the existing public school must be enlarged appreciably or a new one built, say, in the south-east. Either alternative would appear satisfactory. On the one hand, the existing school is centrally located with respect to the south-east and south-west parts of the Village which is not bisected here by any through traffic artery. On the other hand, a new school in the rehabilitation area would better serve the south-east part, in which event the south-west would be adequately served by the existing school.

The North-East and North-West parts should each have a public school when the need arises. The crossing of Highway 31 would be hazardous for public school children. Also shorter walking distances would result from the provision of separate accommodation.

Provision of a new high school would not appear to have a direct bearing on future residential development areas in Morrisburg. Where safety and walking distances are not as restrictive, greater flexibility in location is possible for high schools in comparison to public schools. The Morrisburg High School, for example, serves in addition to the Village, the majority of Williamsburg Township and the east fringe of Matilda Township.

Industrial Location

Although the type and magnitude of industrial growth of a community are difficult to predict, some general guides for a rational program of industrial land occupancy in Morrisburg are offered.

A quarter-mile strip set aside for industry extends from the river northwards for nearly a mile. This strip contains enough land to accommodate new industries for a considerable time and we recommend two stages of development.

Firstly that part already serviced, shown as Stage 1 on Map 2. This part contains about 30 acres and besides being fully serviced with water and sewers it is also very convenient to Highway 2 and the rail spur line. Secondly, the remaining part of the industrial area might be developed; stage 2 on Map 2. In the event of an industry requiring access to the river the south part of the area might be developed before Stage 1 is complete. Also the industrial area might eventually reach as far east as Hoasic Creek and not develop as far north as indicated on the map. However, in our opinion there is still some doubt about the best use of the land along the creek and an alternative to industrial use might be recreational (see under Open Space).

Open Space

The area shown as open space on Map 1 contains the proposed Morrisburg Park and a strip running north from the river presently used as a Golf Course. Unless there is particular pressure for the land for industrial purposes the Golf Course should remain as presently used. A further strip of land between the industrial area and Hoasic Creek might also be used for recreational purposes. If sufficient demand arises for uses requiring access to water - such as a marina for pleasure craft - then this piece of land might be developed in Stage 1.

SECTION C

SUGGESTED STAGE DEVELOPMENT

Three stages of future development, predominantly residential in character, might be defined for consideration, these are the South, North-East and North-West areas as separated by Highways 2 and 31 (see Map 2). Priority of development, a summary of the gross non-industrial acreages of each, and the estimated populations that might be accommodated therein are contained in the following table:

Priority	Development Area	Gross Acres	Estimated Population
STAGE 1	Built-up Area 1958	300	2200
	THE SOUTH		
	100 Serviced Residential lots	20	350
	Remainder	60	750
STAGE 2	THE NORTH-EAST	100	1300
STAGE 3	THE NORTH-WEST	280	3600
TOTAL		760	8200

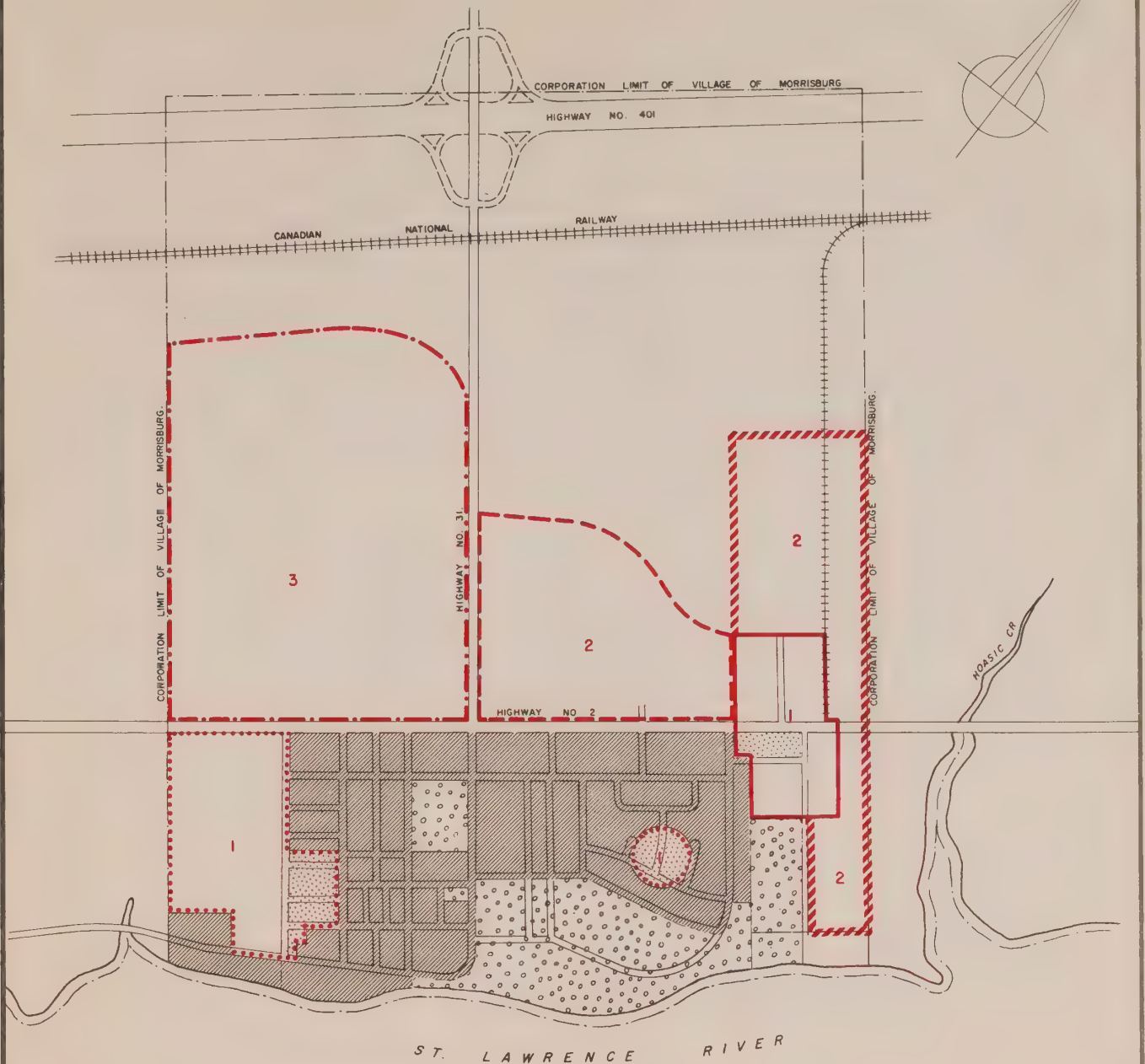
There will probably be considerable overlapping between these stages. Our suggestions are not meant to imply that development is a process of mathematical infilling, on the contrary it must be governed by the demands for accommodation. A rapid growth over a short space of time might well initiate the development of one stage before the previous one was completed.

The 760 acres contained in these three development areas comprises about one-half of the acreage of the municipality which has about 1550 acres altogether; the remainder, exclusive of suggested industrial sites, is not as suitable for urban expansion as lands adjoining the east and west limits of the Village.

The population estimates for undeveloped land in Stages 1 and 2 are based on a gross density of about 13 persons per acre. This figure is arrived at by assuming an average of 3.7 dwelling units per gross acre, and 3.5 persons per household, (the Dundas County average over the past decade). This density is in conformity with the zoning by-law (By-law No. 908 as amended by By-law No. 927). However it is almost twice the density of the existing built-up area; this can be accounted for by the large municipal park and the shopping and civic centres already developed, these can serve a population much in excess of that presently contained within the area.

200 0 200 400 600 1200

SCALE IN FEET



URBAN AREA - 1958

BUILT - UP AREA.

INDUSTRIAL



NON - INDUSTRIAL



OPEN SPACE



SUGGESTED STAGE DEVELOPMENT

STAGE 1
STAGE 2
STAGE 3

PHASE 1
PHASE 2



RECOMMENDED INDUSTRIAL

STAGE 1
STAGE 2

PRELIMINARY URBAN STUDY VILLAGE OF MORRISBURG MAP 2

ST. LAWRENCE AREA STUDY
ONTARIO DEPARTMENT OF PLANNING & DEVELOPMENT
COMMUNITY PLANNING BRANCH
JANUARY 1959.

Stage 1 - The South

It would be desirable to continue consolidation of residential development south of Highway No. 2 within the Village limits before proceeding with development north of the highway. There is sufficient land unoccupied by urban uses in the South Area to absorb an additional population of at least 1100 without major expenditures for municipal services.

The infilling of serviced land for residential use either within or fringing on the built-up area would be a logical first phase within Stage I. About 100 residential lots with a net area of 20 acres are available for sale. These are either serviced now or have definite programs for servicing and will accommodate about 350 people. An additional 60 acres of potentially serviceable land in the south-west which could accommodate a further increase of at least 750 people, would be a satisfactory second phase in Stage I (see Map 2).

The south, when fully developed residentially, might contain a population of about 3300. The water and sewerage systems have been designed to serve a population of about this magnitude. It should be possible to accommodate anticipated residential growth in the area south of Highway 2 for some time into the future.

Stage 2 - The North-East

When residential land requirements exceed the capacity of that contained in the South Area, the North-East would appear to be the next logical priority area for development. Some municipal services are already installed here, and, concurrent with further development of the south, some industrial and commercial sites will likely be occupied by this time. In this event, a residential neighborhood in the North-East would permit continued consolidation of the built-up area. The closer proximity of the North-East to the sewage treatment plant is possibly another important factor in its priority over the North-West.

There are about 100 acres of suitable residential land in the North-East which could accommodate at least 1300 people. A neighborhood of this size would not be as large as maybe desired to support a public school having special facilities such as manual training and household science shops. However it may be that the soil drainage conditions beyond the north fringe of this area would not severely limit expansion in this direction.

Stage 3 - The North-West

The North-West contains the most suitable remaining developable land within the corporate limits of the Village. Adjacent to its south-east corner are the civic and shopping centres and Highway Nos. 2 and 31 form its south and east boundaries respectively assuring good arterial street access. This land is as desirable as lands beyond the east and west limits of the Village and more desirable than the lands in the northern reaches of the municipality in terms of topography and soil drainage conditions. There are about 280 acres contained within the North-West, which if developed principally as a residential neighborhood, could accommodate at least 3600.

Conclusion

When the North-West is fully developed the Village might have a population in excess of 8,000. If such growth occurred it would be reasonable to assume that the character of the Village would change appreciably. Development demands for new business and industrial sites between the main railway line and Highway 401 could conceivably occur before the North-East or North-West areas were fully developed. Lands to the east and west of the existing municipal limits of the Village are physiographically more suited to long-term expansion than the northern reaches of the municipality especially for residential use. In the near future, land adjoining the mouth of the Hoasic Creek might be sought for summer property development centering possibly on a marina for pleasure craft.

On the basis of past growth, the Village of Morrisburg has sufficient suitable residential sites south of Highway No. 2 to accommodate probable development demands for many years hence. Apart from the South Area, only industrial and commercial uses should be permitted north of Highway No. 2 until such time as the South has been fully developed. However a major economic stimulus in the vicinity might warrant the development of these northerly areas within the next few years. A large industry bringing a sudden influx of people or a rapidly expanding Tourist Traffic associated with the completion of the Seaway might create a demand for development at an increased rate.

These potentialities make it desirable that a long-term program of development be formulated. Such a program being embodied in an Official Plan which would preserve the present assets of the community and assure that future development will be orderly, economical and in the best interests of the Village as a whole.

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